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Highway
Dept
1963



THE CENTER LINE

MONTANA HIGHWAY COMMISSION

Vol. VI., No. 1.

January, 1963

IT WAS A BIG YEAR

MONTANA HIGHWAY COMMISSION RECORD OF AWARDS 1962

1958 \$37,250,000.00
1959 \$20,621,115.00

1960 \$30,863,580.00
1961 \$42,627,666.00

	JAN.	FEB.	MAR.	APR.	MAY	JUNE	JULY	AUG.	SEPT.	OCT.	NOV.	DEC.
<i>MILES of INTERSTATE</i>	0	0	10.547	9.640	2.554	5.477	0	4.958	11.929	14.826	4.799	4.493
<i>MILES of PRIMARY</i>	6.080	0	0	118.577	9.726	8.249	23.630	11.592	53.459	1.615	22.048	14.151
<i>MILES of SECONDARY</i>	9.201	18.006	22.939	104.000	0	35.500	9.884	3.900	0	22.490	0.437	19.717
<i>MILES of URBAN</i>	0	0	0	1.976	0	0	5.249	0	0	0	0.361	0
<i>FEET of STRUCTURES</i>	248.50	706.00	736.33	888.50	3,040.94	319.50	0	392.50	2,108.00	2,145.00	2,102.30	214.4.5
<i>\$ INTERSTATE</i>	92,851.18	223,014.57	238,406.99	3,024,080.41	2,896,198.40	1,309,023.14	30,067.13	1,467,421.32	3,528,567.78	3,623,487.24	2,562,454.44	2,544,157.54
<i>\$ PRIMARY</i>	297,720.63	0	61,618.24	1,978,023.45	603,123.97	312,529.30	1,060,204.52	790,128.26	2,830,911.68	433,129.84	396,262.18	994,105.05
<i>\$ SECONDARY</i>	416,431.90	617,775.47	1,226,438.13	1,723,414.06	0	1,408,547.25	514,805.36	247,377.39	90,768.90	1,132,100.37	452,697.15	105,537.84
<i>\$ URBAN</i>	0	0	0	319,924.19	17,742.20	0	1,367,775.24	0	0	0	891,230.63	0
<i>TOTAL \$ FOR MONTH</i>	807,003.71	840,790.04	3,472,117.36	7,204,242.02	3,517,064.57	3,119,066.44	3,189,240.21	2,730,371.97	6,567,368.36	5,188,717.45	4,413,346.40	4,592,800.43
<i>TOTAL MILES INTERSTATE</i>	0	0	10.547	20.187	22.741	28.218	28.218	33.176	45.105	59.931	64.730	67.223
<i>TOTAL MILES PRIMARY</i>	6.080	6.080	6.080	130.418	104.144	112.393	136.023	147.615	201.074	202.689	224.737	238.888
<i>TOTAL MILES SECONDARY</i>	9.201	27.207	50.146	196.933	196.933	232.433	242.317	246.217	246.217	268.707	269.144	288.861
<i>TOTAL MILES URBAN</i>	0	0	0	1.976	1.976	1.976	7.325	7.325	7.325	7.325	7.686	7.686
<i>TOTAL STRUCTURES</i>	248.50	954.50	1,690.83	2,579.33	5,620.27	5,939.77	5,939.77	6,332.27	8,440.27	10,585.25	12,687.55	14,832.05
<i>SUPPLEMENTAL & OTHERS</i>	0	0	0	335,216.94	0	0	0	0	0	0	0	0
<i>MAINTENANCE</i>	0	0	0	158,800.00	0	168,966.75	212,496.66	225,445.00	117,120.00	0	110,702.00	0
<i>FENCING (MILES)</i>	000.90	0	10.547	11.640	2.554	5.477	0	4.958	11.929	15.700	21.096	4.493
<i>SIGNING</i>	0	0	0	10,950	0	58,519	1,068	0	0	15,220	0	0
<i>SEEDING</i>	0	0	0	0	0	0	72,617	0	0	0	0	0
<i>TOTAL DOLLARS</i>	807,003.71	1,647,793.75	5,119,911.11	12,324,153.52	15,841,218.09	19,040,291.03	22,229,540.21	24,959,912.21	31,527,280.57	36,715,998.20	41,129,344.42	45,722,144.85

* A NEW HIGH

The above chart is a month-to-month record of awards kept on the wall of the Commission Room and shows that 1962 was a good year for highway construction in Montana. Total awards exceeded the previous high year by \$3.1 million, and also indicates that although our Interstate

Program was big, that the Primary, Secondary and Urban Programs are not being neglected. The Commission and the Department are anticipating a bigger onstruction this year, and the January bid opening starts right out with three very important Interstate Projects.



GOVERNOR

Tim Babcock

STATE HIGHWAY COMMISSION

Roy L. Sorrells.....Chairman
 S. N. Halvorson.....Vice-Chairman
 Otis S. Waters.....Member
 George M. Gosman.....Member
 Ted James.....Member
 John D. Wheeler.....Secretary

STATE HIGHWAY DEPARTMENT

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EDITORIAL STAFF

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 Ernest A. Neath.....Associate Editor
 Chet Dreher.....Photographer
 Kenneth L. Martello.....Artist

Material in the Center Line May Be Copied and Reproduced

to the natives of his state. If anyone knows the Highway Department employee who could have made these movies, please have him contact the editor of Centerline.

TEN BILLION TO ONE

An operation that is performed correctly is done safely.

A job done efficiently is a job done without accident. A task well done results in no injuries.

CONVERSELY—

If an accident happens, the job was not being done right. It matters not whether the job is standing, walking, running, driving, flying an aircraft, or launching an ICBM. Reading, writing, or drinking coffee. Pushing, pulling, lifting, carrying, walking, a tightrope, or operating a crane. Fishing, swimming, diving, boating, hunting, or blasting a harbor with nuclear explosives.

Or anything else—

If an accident occurs, this is prima facie evidence—proof in fact that it is result of error. Since it takes an exception to prove a rule, perhaps an exception may be made to the above.

Let's assume you are sitting in an office reading this message. The temperature and humidity are within tolerable healthful limits. You are erect and firmly implanted in your strong, comfortable, and well-built chair. Your office is clean, free of vermin, and properly arranged. Items of electrical equipment are attached directly to wall outlets, and Underwriters' approved hardware. The lighting is excellent and fixtures are in first class condition. Files are neat and drawers are closed. Bookcases are closed and in good order. Your office is a near perfect example of efficiency and, as you read this, you are safe. What could possibly happen to you?

It would be difficult to find someone willing to pay \$1.00 for a return of \$10,000,000,000 upon such an occurrence, but it is remotely possible that a meteor could come crashing through the window and into your lap. One to ten billion or more!

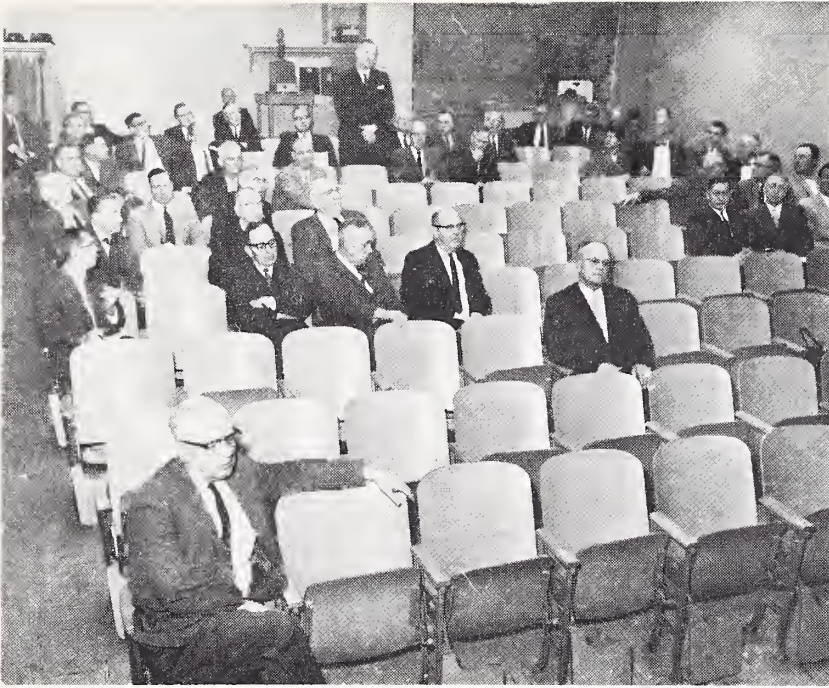
These are the odds against an unpreventable accident. These could be the odds against any accident.

These should be the odds against any accident happening to you.

THINK IT OVER!

AWARD SHEET Project No.	Amount of Bid	Bidder	Letting December 19, 196 Addr.
F-FG 68(12)U2 Anaconda-East (Bridges) Deer Lodge County	\$ 158,716.79	Cahill-Mooney Const. Co.,	Butte, Montana
I-IG 90-2(10)110U4 Bonner to Piltzville East (Bridge) Missoula County	\$ 217,461.91	Pew Const. Co. & Pew Bridge Co.,	Missoula Mont.
I-IG 90-4(7)205U1 & F-FG 68(12)U1 Opportunity Junction East and West and the Anaconda-East (Road and Signing) Deer Lodge & Silver Bow Cos.	\$1,983,818.71 (A-2)	Peter Kiewit Sons Co.	Billings, Mont.
I-IG 90-4(7)205U2 Opportunity Junction East & West (Bridges) Deer Lodge & Silver Bow Cos.	\$ 313,870.40	Cahill-Mooney Const. Co.	Butte, Mont.
I-IG 90-4(7)205U3 Opportunity Junction East and West (Fencing) Deer Lodge & Silver Bow Cos.	\$ 24,711.48	Skinner Enterprises	Helena, Mont.
F 235(25) & F 235(31) Armington-Lewistown (Road and Bridge) Judith Basin County	\$ 835,388.26	S. Birch Inc. & S. Birch & Sons Construction Co.	Great Falls, Mont.
S 65(6) Clearwater-Big Fork (Road & Bridge) Lake & Flathead Counties	\$ 608,969.45	Bud King Const. Co.	Missoula, Mont.
S 159(4) Dodson-South (Road) Phillips County	\$ 250,801.70	O'Neil Const. Co.	Havre, Mont.
S 304(8) Galen Anaconda (Road) Deer Lodge County	\$ 194,766.69	Nilson-Smith Const. Co.	Great Falls, Mont.
Total for Month—\$4,592,800.43		For Year—\$45,722,144.85	

The office of public information receives many unusual requests. One of the most recent is from a gentleman in Illinois who stated he was fishing in the lower Swan River last July, and caught a 3-pound rainbow. During the excitement of the landing, he failed to obtain the name of a state highway employee who recorded the proceedings on movie film. Now, he would like to have the film, or a print, to use in verifying his "bragging"



LEGISLATORS VISIT DEPARTMENT

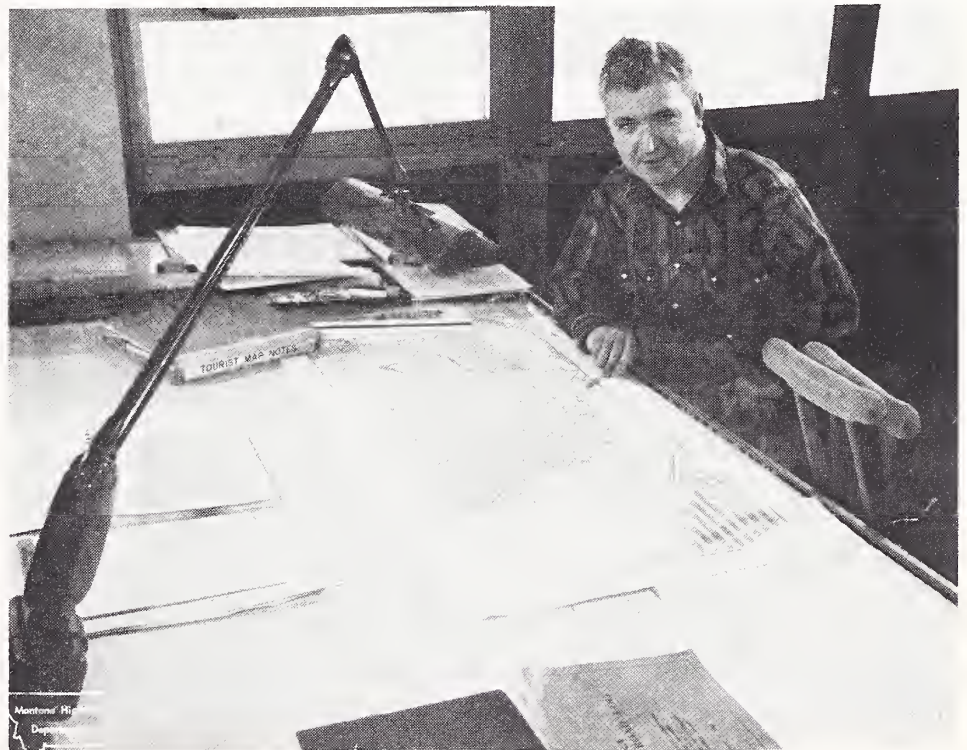
It was the pleasure of the Highway Department to have as our guests recently, the members of the Highway Committees of the Senate and the House. They met in joint session in the auditorium to discuss the proposed highway legislation with Highway Department Personnel.

Here is the man who is responsible for the State Highway maps each year. He is Bob Keck, who holds forth in the Planning Survey Department. According to Bob, there were about 500 changes in this year's map, some major, and mostly minor. With the new maps off the press(?) you can notice several items different from last year.

The 1963 maps reflect a better arrangement on the map side, with the mileage charts on the same side, instead of on the reverse. This mileage chart is to the left of the map, underneath the information material such as index, traffic regulations, etc. This will eliminate turning the map over to obtain this information. The new legend reflects some changes recommended by AASHO, such as route markers and interchanges. Also, the size lettering for the names of towns indicates, to an extent, the size of the town.

Winter sports areas are shown, as are early mining camp areas, as a new feature of this year's map, and points of interest are designated, as they were last year.

The color combination is different this year, with the state in a mustard-color, and neighboring



states in a blue tint, a transposition of last year's colors.

The back of the map will accommodate more pictures, what with moving the mileage chart to the front. These new pictures portray Montana's scenery, recreation, industry and agriculture. Governor Babcock's picture and his personal message appear also on the back.

Bob Keck and Carl Wirth put many long hours into the revision of the Highway map each year, and are to be commended on a fine job.



A fleet of loaded logging trucks was the first to cross the new bridge between Paradise and St. Regis after the ribbon was cut Sunday afternoon, December 2. This new structure will enable trucks to use secondary 461, which heretofore they have been unable to do because in order to cross the river, the ferry had to be used, and it wasn't designed for heavy trucks.



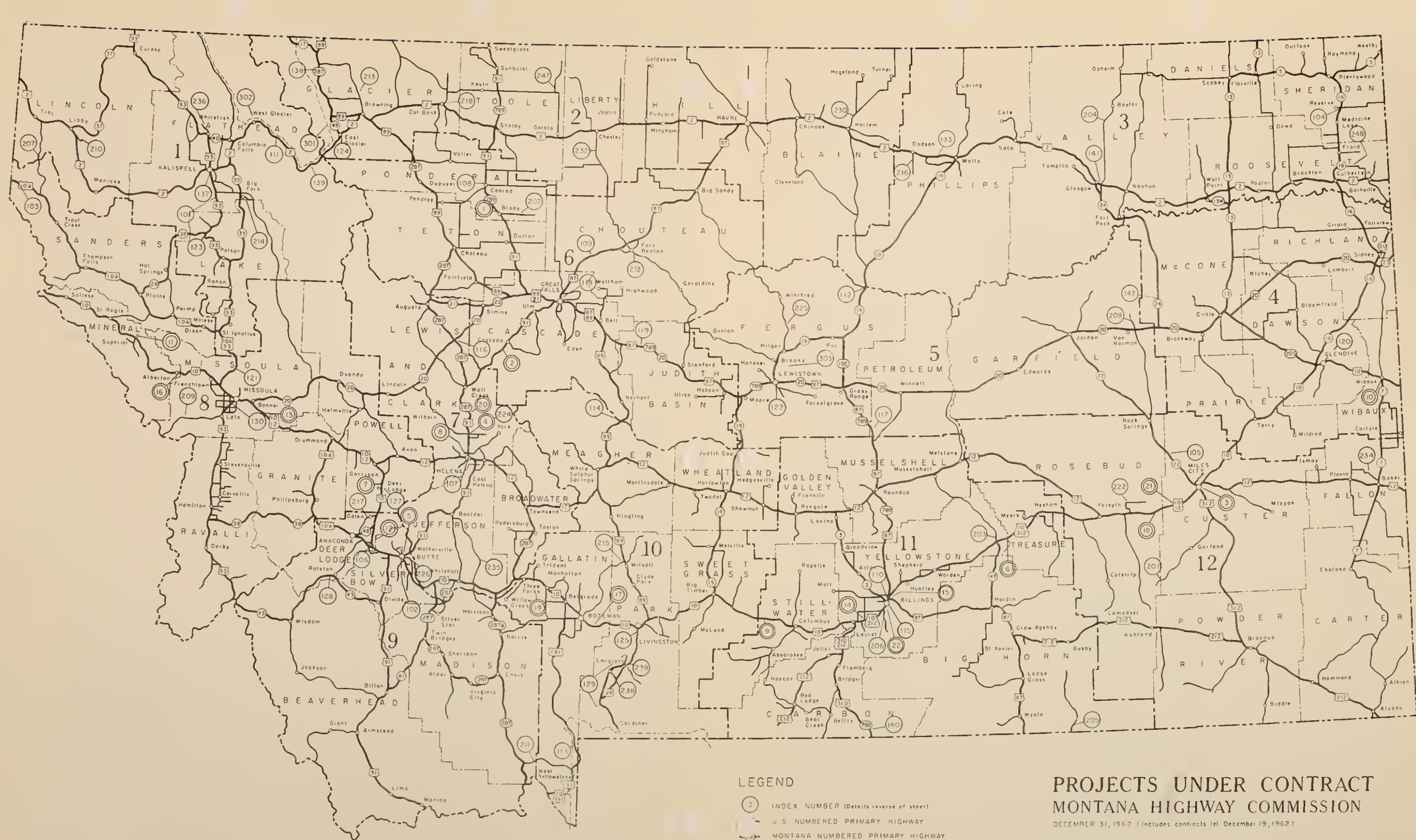
The newly-completed Interstate at Hathaway shows how the old, curved, narrow U.S. No. 10 has been replaced by a straight wide, limited access Interstate highway.

Map Index Number	Project	Number	Probable Completion Date	LENGTH	TYPE OF CONSTRUCTION AND LOCATION
FEDERAL AID PRIMARY PROJECTS					
101	F 191 (19) U 1		9-1-63	5.6 miles	grading, drainage, aggregate surfacing, plant mix bituminous and seal coat oiling . (U. S.93 - South of Kalispell) .
102	F 207 (8)		9-30-63	0.2 miles	grading, drainage, aggregate surfacing, plant mix bituminous and seal coat oiling . (U. S. 10 - In Butte) .
	F 279 (4)		9-30-63	0.5 miles	grading, drainage, aggregate surfacing, plant mix bituminous and seal coat oiling . (U. S. 10 - ByPass - In Butte) .
10	FHP 6 - 1 (1) *		1963	6.5 miles	grading, drainage, base and bituminous surface treatment . (U. S. 10 A - Idaho Line East) .
104	F 193 (12)		9-30-63	11.6 miles	grading, drainage, aggregate surfacing, and plant mix bituminous surfacing . (Montana 16 - Medicine Lake North) .
105	F 157 (16) U 1		6-15-63	5.0 miles	grading, drainage, aggregate surfacing, plant mix bituminous and seal coat oiling . (Montana 22 - Northwest of Miles City) .
106	F-FG 68 (12) U 1		9-1-64	2.7 miles (Four lane divided)	grading, drainage, aggregate surfacing and plant mix bituminous surfacing. Signing and delineation.(U. S. 10 A - East of Anaconda) .
	F-FG 68 (12) U 2		10-31-63	Dual 70 foot prestressed concrete beam bridges - Clark Fork.(U. S. 10 A - East of Anaconda) .	
107	U 249 (14) U 2 & U 376 (3) U 2		3-31-63	Traffic controls on Euclid Avenue, Lyndale Avenue, Benton Avenue to Last Chance Gulch . (U. S. 12 - ByPass - In Helena) .	
108	F 67 (9)		10-1-63	1.6 miles	grading, drainage, aggregate surfacing, stabilized base surfacing, plant mix bituminous and seal coat oiling . (U. S. 91 - Main Street in Conrad) .
109	F 149 (16)		9-15-63	9.7 miles	grading, drainage, aggregate surfacing and plant mix bituminous oiling . (U. S. 87 - Northeast of Great Falls) .
110	U F 296 (15) U 2 U F 296 (15) U 1		3-31-63 10-1-63	Widen one 35 foot treated timber bridge to 60 foot roadway . (Montana 3 - In Billings) . 4.2 miles (0.8 miles four lane)	grading, drainage, aggregate surfacing, and plant mix bituminous surfacing . (Montana 3 - Billings Northwest) .
111	FHP 13 F 6 *		1963	2.1 miles	grading, drainage, and surfacing . (U. S. 2 - East of West Glacier) .
112	F 333 (31)		3-31-63	One 173 foot prestressed concrete beam bridge - Arnells Creek . (Montana 19 - North of Roy) .	
113	F 76 (7)		11-1-63	20.6 miles	plant mix bituminous surfacing . (U. S. 191 - North of West Yellowstone) .
114	FHP 32 1 (1) *		1963	26.9 miles	plant mix bituminous surfacing . (U. S. 89 - South of Neihart) .
115	U FG 228 (16)		11-30-63	1.5 miles	grading, drainage, cement stabilized base, aggregate surfacing, concrete pavement, plant mix bituminous and seal coat oiling . One concrete underpass - NP. RR. (U. S. 10 - In Billings) .
116	F 238 (8) U 1 F 238 (8) U 2		6-15-63 3-31-63	8.5 miles	grading, drainage, aggregate surfacing, plant mix bituminous and seal coat oiling . (Montana 287 - North of Wolf Creek) .
117	ROW F 28 (3) F 28 (4)		9-15-63 8-15-63	One 294 foot riveted plate girder bridge - Dearborn River . (Montana 287 - North of Wolf Creek) . 5.8 miles	fencing . (U. S. 87 - South of Grass Range) .
118	U 149 (15)		10-31-63	5.8 miles	grading, drainage, aggregate surfacing and plant mix bituminous surfacing . (U. S. 87 - South of Grass Range) .
	U FG 395 (6)		10-31-63	0.4 miles (0.1 miles four lane divided)	grading, drainage, aggregate surfacing and plant mix bituminous surfacing . (U. S. 87 - ByPass - Great Falls North) .
119	F 235 (25)		9-15-63	1.5 miles (1.1 miles four lane divided)	grading, drainage, aggregate surfacing, plant mix bituminous and concrete pavement . Two concrete underpasses - GN RY and Smelter Avenue . (U. S. 87 ByPass - Great Falls North) .
120	F 235 (31)		9-15-63	7.5 miles	grading, drainage, aggregate surfacing and plant mix bituminous surfacing . One 81 foot prestressed concrete beam bridge - Otter Creek . (U. S. 87 - West of Stanford) .
121	F 213 (4)		3-31-63	4.0 miles	plant mix bituminous surfacing . (U. S. 87 - West of Stanford) .
122	F FG 219 (16) U 2 F FG 219 (16) U 1		3-31-63 3-31-63	Repair three ice damaged piers of bridge - Yellowstone River . (U. S. 10 - In Glendive) . One 173 foot prestressed concrete beam overpass - NP RY. (U. S. 10 A - Northwest of Missoula) .	
123	U 112 (3), U 229 (15) & U 235 (32)		3-31-63	9.8 miles	grading, drainage, aggregate surfacing and plant mix bituminous surfacing . (U. S. 10 A - Northwest of Missoula) .
124	F 191 (20) U 1		9-1-63	2.0 miles	grading, drainage, aggregate surfacing, plant mix bituminous and seal coat oiling . One 30 foot concrete slab bridge - Big Spring Creek . (Montana 20 - Lewistown Main Street) .
125	F 191 (22)		4-30-63	7.3 miles (2.5 miles grading and drainage)	aggregate surfacing, plant mix bituminous and seal coat oiling . (U. S. 93 - North of Polson) .
126	F 260 (7) & F 353 (8)		8-15-63	7.3 miles	seeding and mulching . (U. S. 93 - North of Polson) .
127	F 13 (6) U 2		7-30-63	5.8 miles	grading, drainage, aggregate surfacing, plant mix bituminous and seal coat oiling . (U. S. 2 - West to East of West Glacier) .
128	F 184 (15)		4-30-63	4.0 miles	seal and cover oiling . (U. S. 89 - Livingston South) .
129	F 217 (12) U 2 & F 217 (13) U 2		7-30-63	31.4 miles	seal and cover oiling . (U. S. 10 - North of Deer Lodge) .
130	F FG 215 (7)		6-30-63	24.0 miles	seal and cover oiling . (U. S. 89 - South to North of Emigrant) .
131	F 153 (8)		10-1-63	0.3 miles	four lane divided, grading, drainage, aggregate surfacing, plant mix bituminous and seal coat oiling . One 972 foot steel and concrete bridge CMST&P RY and Clark Fork . (U. S. 93 - In Missoula) .
132	U 257 (14) U 2		3-31-63	9.0 miles	grading, drainage, aggregate surfacing and plant mix bituminous surfacing . (U. S. 2 - East of Dodson) .
133	F 210 (3)		10-30-63	Traffic Signals, signs and highway lighting on Idaho Street . (U. S. 2 - In Kalispell) .	
134	F 227 (5)		10-30-63	6.0 miles	plant mix bituminous surfacing . (U. S. 89 - Northwest of Browning) .
135	F 227 (6)		10-30-63	4.0 miles	plant mix bituminous surfacing . (U. S. 89 - Northwest of Browning) .
136	FHP 13 3 (1) *		1963	4.3 miles	grading, drainage, aggregate surfacing, and plant mix surfacing . (U. S. 89 - Northwest of Browning) .
137	F FG 258 (12)		6-1-63	4.1 miles	grading, drainage and base . One 60 foot reinforced concrete bridge - Bear Creek . One 26 foot concrete slab bridge - Devil Creek . (U. S. 2 - Southwest of East Glacier) .
138	F 144 (6) U 2		3-31-63	12.9 miles	plant mix bituminous surfacing . (U. S. 310 - South of Belfry) .
139	F 315 (16) U 1		9-30-63	Installation of traffic signals and lighting . (U. S. 2 - First Avenue North in Glasgow) .	
140	F 315 (16) U 2		10-30-63	11.4 miles	grading, drainage and aggregate surfacing . (Montana 24 - Southeast of Fort Peck) .
141				One 133 foot prestressed concrete beam bridge - Nelson Creek . (Montana 24 - Southeast of Fort Peck) .	
FEDERAL AID SECONDARY PROJECTS					
201	S 45 (6)		9-30-63	One 215 foot prestressed concrete beam bridge - Tongue River . (Southwest of Garland) .	
202	S 131 (3) U 1		7-30-63	6.5 miles	grading, drainage, aggregate surfacing and plant mix bituminous surfacing . (East of Brady) .
203	S 236 (8)		6-30-64	1.2 miles	grading, drainage and aggregate surfacing . One 562 foot riveted plate girder bridge . (North of U. S. 10 and Montana 47) .
204	S 368 (17)		3-31-63	8.7 miles	grading and drainage . (North of Glasgow) .
205	S 207 (3)		6-30-63	3.9 miles	grading, drainage, aggregate surfacing, plant mix bituminous and seal coat oiling . (Wyoming Line North - South of Busby) .
206	S 192 (3)		9-30-63	Dual prestressed concrete beam bridges - I 90 Separation . (Southwest of Billings) .	
207	FHP 5 1 (1) 2 (2) *		1963	13.8 miles	plant mix bituminous surfacing . (South of Troy) .
208	S 264 (3)		6-30-63	5.3 miles	grading, drainage, and aggregate surfacing . (Northeast of Van Norman) .
209	FHP 11 1 (1) & S 391 1 FH *		1963	32.5 miles	grading, drainage, and base . Raising of three timber bridges - Lolo Creek . (Lolo to Idaho State Line) .
210	S 325 (1) U 1		7-30-63	3.4 miles	grading, drainage, aggregate surfacing and plant mix bituminous surfacing . (Southwest of Libby) .
211	ERFO 42 (1) *		1963	7.1 miles (3.5 miles grading)	drainage, aggregate surfacing and plant mix bituminous surfacing . (Northwest of West Yellowstone) .
212	S 290 (12)		7-31-63	1.7 miles	grading, drainage, aggregate surfacing, plant mix bituminous and seal coat oiling . One 708 foot riveted plate girder bridge - Missouri River . (Fort Benton Southeast) .
213	S 266 (4)		10-1-63	10.5 miles	grading, drainage, aggregate surfacing, plant mix bituminous and seal coat oiling . (North of Browning) .
214	ROW S 266 (2)		6-30-63	10.5 miles	fencing . (North of Browning) .
215	S 65 (6)		10-1-63	4.9 miles	grading and drainage . One 245 foot prestressed concrete beam bridge - Swan River . (South of Big Fork East) .
216	ROW S 370 (13)		3-31-63	Reset 239 rods of fencing . (West of Wilsall) .	
217	S 370 (15)		9-30-63	6.7 miles	grading, cement stabilized base, drainage, plant mix bituminous and seal coat oiling . (West of Wilsall) .
218	S 159 (4)		9-1-63	7.5 miles (partial grading)	drainage, aggregate surfacing, and plant mix bituminous surfacing . (Dodson South) .
219	S 304 (8)		7-30-63	7.4 miles (0.8 miles grading)	aggregate and plant mix bituminous surfacing . (Galen Southwest) .
220	S 316 (7)		9-30-63	0.4 miles	grading, drainage, aggregate and plant mix bituminous surfacing. Concrete curb and gutter (In Cut Bank) .
221	S 259 (2)		7-15-63	9.0 miles	grading, drainage, aggregate surfacing, plant mix bituminous and seal coat oiling . One 38 foot treated timber Trestle Bridge - Sand Creek . (Northeast of Forsyth) .
222	S 2 (15) U 1		10-30-63	1.8 miles	grading, drainage, aggregate surfacing, plant mix bituminous and seal coat oiling . (North of Helena) .
223	S 68 (5) U 1		5-30-63	13.0 miles	aggregate surfacing, plant mix bituminous and seal coat oiling . (North of Hilger) .
224	S 213 (4)		9-30-63	0.9 miles	grading, drainage, aggregate surfacing, plant mix bituminous and seal coat oiling . (East of Butte) .
225	S 12 (9)		3-31-63	4.9 miles	grading, drainage, aggregate surfacing, plant mix bituminous and seal coat oiling . (Harlem North) .
226	S 239 (9) U 1		3-31-63	6.5 miles	grading, drainage, aggregate surfacing, plant mix bituminous and seal coat oiling . (South of Chester) .
227	S 398 (2)		10-30-63	9.6 miles	grading, drainage and aggregate surfacing . (Northwest of Baker) .
228	S 9 (9) U 2		7-30-63	8.5 miles	seal and cover oiling . (Southeast of Boulder) .
229	S 377 (2)		8-15-63	4.0 miles	grading, aggregate surfacing, plant mix bituminous and seal coat oiling . (Whitefish North) .
230	S 66 (2) U 2		7-30-63	1.2 miles	seal and cover oiling . (Emigrant Southeast) .
231	S 273 (3) U 2		7-30-63	0.8 miles	seal and cover oiling . (Northeast of Emigrant) .
232	S 188 (4)		7-15-63	10.1 miles	grading, drainage and aggregate surfacing . (North of Galata) .
233	S 402 (3)		9-15-63	7.8 miles	grading, drainage, aggregate surfacing, plant mix bituminous and seal coat oiling . (Northeast of Culbertson) .
SYSTEM PROJECTS					
30	FHP 2 A2 B2 12 A2 *		1963	7.2 miles	grading and aggregate base . (Two Medicine Road and Approach - Northwest of East Glacier) .
303	R AD 7 (1) *		1963	8.7 miles	grading, drainage and aggregate surfacing . (Brooks East) .

* - - - - Bureau of Public Roads Projects .



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LEGEND

- ③ INDEX NUMBER (Details reverse of sheet)
- U.S. NUMBERED PRIMARY HIGHWAY
- MONTANA NUMBERED PRIMARY HIGHWAY
- SECONDARY HIGHWAY
- 10 FINANCIAL DISTRICT NUMBER

PROJECTS UNDER CONTRACT MONTANA HIGHWAY COMMISSION

DECEMBER 31, 1962 (Includes contracts let December 19, 1962)

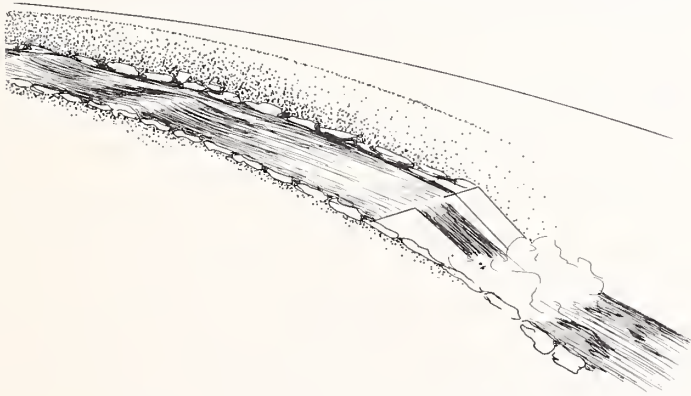
Map Index Number	Project Number	Probable Completion Date	LENGTH, TYPE OF CONSTRUCTION AND LOCATION
FEDERAL AID INTERSTATE PROJECTS			
1	I 15-6 (5) 311 U 1 & I 15-7 (3) 312 U 1 I 15-6 (5) 312 U 2 I 15-7 (3) 312 U 3 I 15-7 (3) 312 U 2	7-1-64 9-30-63 9-30-63 9-30-63 9-30-63	11.6 miles grading, drainage, aggregate surfacing and plant mix bituminous surfacing . (U. S. 91 - Brady South to North) . 1.0 mile fencing . (U. S. 91 - Brady South to North) . 10.6 miles fencing . (U. S. 91 - Brady South to North) . Two prestressed concrete bridges . One 183 foot - Brady Interchange and one 153 foot - County Road Separation . (U. S. 91 - Brady South to North) . 9.7 miles grading, drainage, aggregate surfacing, plant mix bituminous and seal coat oiling . Same construction on frontage road . (U. S. 91 - South to North of Cascade) . 9.7 miles fencing . (U. S. 91 - South to North of Cascade) . 9.7 miles signing and delineation . (U. S. 91 - South to North of Cascade) . 20.9 miles signing and delineation . (U. S. 10 - West to East of Miles City) . 8.2 miles four lane divided, grading, drainage, aggregate surfacing, plant mix bituminous and seal coat oiling . Frontage Roads . (U. S. 91 - Helena North) . Weigh station . 8.2 miles fencing and cattle guards . (U. S. 91 - Helena - North) . 2.7 miles four lane divided, grading, drainage, aggregate surfacing, concrete paving , Plant Mix bituminous and seal coat oiling . (U. S. 91 - In Butte) . 2.7 miles fencing . (U. S. 91 - In Butte) . 1.5 miles grading, four lane divided, drainage, aggregate surfacing, plant mix bituminous and seal coat oiling . (U. S. 91 - Butte East) . Three steel girder bridges, one 266 foot - Upper Nine Mile Separation . Dual 193 foot - East Butte Interchange . (U. S. 91 - Butte East) . 1.5 miles fencing . (U. S. 91 - Butte East) . 2.6 miles grading, drainage, aggregate surfacing, concrete paving, plant mix bituminous and seal coat oiling . (U. S. 91 - Butte West) . Five structures . Two prestressed concrete beam overpasses, one 301 and 321 foot B&P RY and C&WTF&P RR . Three steel and concrete overpasses. One 442 & 489 foot - NP RY and Clark Fork . One 244 foot - West Butte Interchange . (U. S. 91 - Butte West) . 2.2 miles fencing . (U. S. 91 - Butte West) . 0.4 miles fencing . (U. S. 91 - Butte West) . Dual 463 foot steel and concrete overpasses - NP RY and C&WTF&P RR . (U. S. 91 - Butte West) . One 580 foot riveted plate girder bridge - Big Horn River . (U. S. 10 - West of Hysam) . 5.5 miles grading, drainage, aggregate surfacing, plant mix bituminous surfacing . (U. S. 10 - West of Hysam) . One 178 foot prestressed concrete beam bridge - Underpass - Big Horn Interchange . (U. S. 10 - West of Hysam) . 1.3 miles fencing . (U. S. 10 - West of Hysam) . 4.2 miles fencing . (U. S. 10 - West of Hysam) . 6.4 miles (4.0 miles four lane divided) grading, drainage, aggregate surfacing, and plant mix bituminous surfacing . (U. S. 10 - Southwest of Hysam) . 6.4 miles fencing . (U. S. 10 - Southwest of Hysam) . 8.6 miles seeding and mulching . (U. S. 10 - North and South of Deer Lodge) . 1.3 miles signing and delineation . (U. S. 91 - In Helena) . 5.9 miles grading, drainage, aggregate surfacing, plant mix bituminous and seal coat oiling . Frontage Roads . (U. S. 10 - West of Columbus) . 4.6 miles grading, drainage, aggregate surfacing, plant mix bituminous and seal coat oiling . Frontage Roads . (U. S. 10 - West of Columbus) . Four prestressed concrete beam structures . One 102 foot - Frontage Road Separation . Dual 133 foot - Reed Point Interchange . One 101 foot - Berry Creek . Two 17 foot and one 21 foot concrete slab junior grade separations . (U. S. 10 - West of Columbus) . 5.9 miles fencing . (U. S. 10 - West of Columbus) . 4.6 miles fencing . (U. S. 10 - West of Columbus) . 7.2 miles grading, drainage, aggregate surfacing, plant mix bituminous and seal coat oiling . Fencing and weigh station . (U. S. 10 - Dawson, Wibaux County line to Wibaux) . 15.2 miles signing and delineation . (U. S. 10 - Dawson - Wibaux County line to North Dakota State line) . 6.0 miles seeding and mulching . (U. S. 10 - North and South of Superior) . 4.5 miles four lane divided, grading, drainage, cement stabilized base, aggregate surfacing and plant mix bituminous surfacing . Frontage Roads, West Area, signing and delineation . (U. S. 10 - South of Deer Lodge) . Three prestressed concrete beam structures . One 206 foot - Anaconda Interchange . Dual 211 foot overpasses - C&WTF&P RR . (U. S. 10 - South of Deer Lodge) . 4.5 miles fencing . (U. S. 10 - South of Deer Lodge) . 4.5 miles four lane divided, grading, drainage, aggregate surfacing and plant mix bituminous surfacing . (U. S. 10 - West of Bonner East) . 4.9 miles four lane divided, grading, drainage, aggregate surfacing, plant mix bituminous surfacing . Frontage roads . (U. S. 10 - Southeast of Bonner) . 4.9 miles fencing . (U. S. 10 - Southeast of Bonner) . 4.5 miles fencing . (U. S. 10 - West of Bonner East) . Eight structures. Dual 343 foot - Steel Plate Girder - Blackfoot River. Six prestressed concrete beam, dual 153 foot - C&WTF&P RR. Dual 118 foot frontage road separation . Dual 118 foot - Turah Interchange . (U. S. 10 - West of Bonner East) . Dual 327 and 357 foot steel girder overpasses - NP RY . (U. S. 10 - Southeast of Bonner) . Dual 350 foot steel girder overpass - NP RY . (U. S. 10 - Southeast of Bonner) . One 785 foot prestressed concrete beam bridge - Clark Fork . (U. S. 10 - Southeast of Bonner) . On frontage road . One 74 foot concrete bridge - B.H.W.A. Canal (U. S. 10 - East of Laurel) . On frontage road . 0.1 miles approaches and ripraping to dual Yellowstone River bridges . (U. S. 87 - East of Billings) . 2.8 miles (1.1 miles four lane divided) grading, drainage, aggregate surfacing and plant mix bituminous surfacing . Frontage roads . (U. S. 10 - Alberton West) . One 200 foot prestressed concrete beam underpass - Alberton Interchange . (U. S. 10 - Alberton West) . 2.8 miles fencing . (U. S. 10 - Alberton West) . 2.2 miles grading, drainage, aggregate surfacing and plant mix bituminous surfacing . One 17 foot concrete slab junior grade separation . (U. S. 10 - Alberton East) . One 123 foot prestressed concrete beam bridge - Grade Separation . (U. S. 10 - Alberton East) . 2.2 miles fencing . (U. S. 10 - Alberton East) . 5.3 miles four lane divided, grading, drainage, aggregate surfacing, plant mix bituminous and seal coat oiling . Four prestressed concrete beam structures . Dual 113 foot overpasses - Bear Creek Interchange . Dual 128 foot overpasses - Trall Creek Interchange . Dual 335 foot steel and concrete overpasses - NP RY . (U. S. 10 - East of Bozeman) . 5.3 miles fencing . (U. S. 10 - East of Bozeman) . 5.3 miles signing and delineation . (U. S. 10 - East of Bozeman) . 6.2 miles fencing . (U. S. 10 - East of Forsyth) . 4.9 miles signing and delineation . (U. S. 10 - East of Forsyth) . 5.5 miles four lane divided, grading, drainage, and one 235 foot prestressed concrete beam underpass - Three Forks Interchange . Plant mix bituminous surfacing on relocation of U. S. 10 - Frontage Roads . (U. S. 10 - East of Three Forks) . 5.5 miles fencing . (U. S. 10 - East of Three Forks) . Four prestressed concrete beam bridges, dual 128 foot - Lower Madison Road Separation, dual 143 foot - Logan Interchange . (U. S. 10 - East of Three Forks) . Four prestressed concrete beam bridges, dual 143 foot - Middle Fork Madison River, dual 42 foot - East Fork Madison River . (U. S. 10 - East of Three Forks) . Dual 735 and 624 foot prestressed concrete beam structures - C&WTF&P RR, NP RY, and Madison River . (U. S. 10 - East of Three Forks) . 12.7 miles (7.7 miles four lane divided) grading, drainage, aggregate surfacing, plant mix bituminous and seal coat oiling . Dual 118 foot prestressed concrete beam overpasses - Gates of the Mountains Interchange . (U. S. 91 - North of Helena) . 12.7 miles fencing and cattle guards . (U. S. 91 - North of Helena) . 3.4 miles (2.3 miles four lane divided) grading, drainage, aggregate surfacing, plant mix bituminous and seal coat oiling . (U. S. 91 - North of Helena) . 8.6 miles signing and delineation . (U. S. 10 - West of Miles City) . Dual prestressed concrete beam bridges, 185 foot and 190 foot - West Billings Interchange . (U. S. 10 - Southwest of Billings) .

Map Index Number	Project Number	Probable Completion Date	LENGTH, TYPE OF CONSTRUCTION AND LOCATION
FEDERAL AID PRIMARY PROJECTS			
101	F 191 (19) U 1	9-1-63	5.6 miles grading, drainage, aggregate surfacing, plant mix bituminous and seal coat oiling . (U. S. 93 - South of Kalispell) .
102	F 207 (8)	9-30-63	0.2 miles grading, drainage, aggregate surfacing, plant mix bituminous and seal coat oiling . (U. S. 10 - In Butte) .
	F 279 (4)	9-30-63	0.5 miles grading, drainage, aggregate surfacing, plant mix bituminous and seal coat oiling . (U. S. 10 - ByPass - In Butte) .
10	FHP 6 - 1 (1) *	1963	6.5 miles grading, drainage, base and bituminous surface treatment . (U. S. 10 A - Idaho Line East) .
104	F 193 (12)	9-30-63	11.6 miles grading, drainage, aggregate surfacing, and plant mix bituminous surfacing . (Montana 16 - Medicine Lake North) .
105	F 157 (16) U 1	6-15-63	5.0 miles grading, drainage, aggregate surfacing, plant mix bituminous and seal coat oiling . (Montana 22 - Northwest of Miles City) .
106	F-FG 68 (12) U 1	9-1-64	2.7 miles (Four lane divided) grading, drainage, aggregate surfacing and plant mix bituminous surfacing . Signing and delineation.(U. S. 10 A - East of Anaconda) .
	F-FG 68 (12) U 2	10-31-63	Dual 70 foot prestressed concrete beam bridges - Clark Fork.(U. S. 10 A - East of Anaconda) .
107	U 244 (15) U 2 & U 376 (3) U 2	3-31-63	Traffic controls on Euclid Avenue, Lyndale Avenue, Benton Avenue to Last Chance Gulch . (U. S. 12 - ByPass - In Helena) .
108	F 67 (9)	10-1-63	1.6 miles grading, drainage, aggregate surfacing, stabilized base surfacing, plant mix bituminous and seal coat oiling . (U. S. 91 - Main Street in Conrad) .
109	F 149 (16)	9-15-63	9.7 miles grading, drainage, aggregate surfacing and plant mix bituminous oiling . (U. S. 87 - Northeast of Great Falls) .
110	U F 296 (15) U 2 U F 296 (15) U 1	3-31-63 10-1-63	Widen one 35 foot treated timber bridge to 60 foot roadway . (Montana 3 - In Billings) . 4.2 miles (0.8 miles four lane) grading, drainage, aggregate surfacing, and plant mix bituminous surfacing . (Montana 3 - Billings Northwest) .
111	FHP 13 F 6 *	1963	2.1 miles grading, drainage, and surfacing . (U. S. 2 - East of West Glacier) .
112	F 333 (31)	3-31-63	One 173 foot prestressed concrete beam bridge - Armells Creek . (Montana 19 - North of Roy) .
113	F 76 (7)	11-1-63	20.6 miles plant mix bituminous surfacing . (U. S. 191 - North of West Yellowstone) .
114	FHP 32 1 (1) *	1963	26.3 miles plant mix bituminous surfacing . (U. S. 89 - South of Nehalem) .
115	U FG 228 (16)	11-30-63	1.5 miles grading, drainage, cement stabilized base, aggregate surfacing, concrete pavement, plant mix bituminous and seal coat oiling . One concrete overpass - NP RR . (U. S. 10 - In Billings) .
116	F 238 (8) U 1 F 238 (8) U 2	6-15-63 3-31-63	8.5 miles grading, drainage, aggregate surfacing, plant mix bituminous and seal coat oiling . (Montana 287 - North of Wolf Creek) . One 294 foot riveted plate girder bridge - Dearborn River . (Montana 287 - North of Wolf Creek) .
117	ROAD F 28 (3) F 28 (4)	9-15-63 8-15-63	5.8 miles fencing . (U. S. 87 - South of Grass Range) . 5.8 miles grading, drainage, aggregate surfacing and plant mix bituminous surfacing . (U. S. 87 - South of Grass Range) .
118	U 149 (15)	10-31-63	4.0 miles (0.1 miles four lane divided) grading, drainage, aggregate surfacing and plant mix bituminous surfacing . (U. S. 87 - ByPass - Great Falls North) .
	U FG 395 (6)	10-31-63	1.5 miles (1.1 miles four lane divided) grading, drainage, aggregate surfacing, plant mix bituminous and concrete pavement . Two concrete overpasses - CN RY and Conner Avenue . (U. S. 87 ByPass - Great Falls North) .
119	F 235 (25)	9-15-63	7.5 miles grading, drainage, aggregate surfacing and plant mix bituminous surfacing . One 81 foot prestressed concrete beam bridge - Otter Creek . (U. S. 87 - West of Stanford) .
120	F 235 (31)	9-15-63	4.0 miles plant mix bituminous surfacing . (U. S. 87 - West of Stanford) .
121	F 213 (4) F 213 (15) U 2	3-31-63 3-31-63	Repair three ice damaged piers of bridge - Yellowstone River . (U. S. 10 - In Glenview) . One 173 foot prestressed concrete beam overpass - NP RY . (U. S. 10 A - Northwest of Missoula) .
	F FG 219 (16) U 1	3-31-63	4.8 miles grading, drainage, aggregate surfacing and plant mix bituminous surfacing . (U. S. 10 A - Northwest of Missoula) .
122	U 112 (3), U 229 (15) & U 235 (32)	3-31-63	2.0 miles grading, drainage, aggregate surfacing, plant mix bituminous and seal coat oiling . One 30 foot concrete slab bridge - Big Spring Creek . (Montana 20 - Lewistown Main Street) .
123	F 191 (20) U 1	9-1-63	7.3 miles (2.5 miles grading and drainage) aggregate surfacing, plant mix bituminous and seal coat oiling . (U. S. 93 - North of Polson) .
	F 191 (22)	4-30-63	7.3 miles seeding and mulching . (U. S. 93 - North of Polson) .
124	F 260 (7) & F 353 (8)	8-15-63	5.8 miles grading, drainage, aggregate surfacing, plant mix bituminous and seal coat oiling . (U. S. 2 - West to East of West Glacier) .
125	F 15 (6) U 2	7-30-63	4.0 miles seal and cover oiling . (U. S. 89 - Livingston South) .
127	F 184 (15)	4-30-63	1.1 miles seeding and mulching . (U. S. 10 - North of Deer Lodge) .
128	F 43 (15) U 2	7-30-63	31.4 miles seal and cover oiling . (Montana 43 - West to East of Ralston) .
129	F 217 (12) U 2 & F 217 (13) U 2	7-30-63	24.0 miles seal and cover oiling . (U. S. 89 - South to North of Emigrant) .
130	F FG 215 (7)	6-30-63	0.3 miles four lane divided, grading, drainage, aggregate surfacing, plant mix bituminous and seal coat oiling . One 972 foot steel and concrete bridge C&WTF&P RY and Clark Fork . (U. S. 93 - In Missoula) .
133	F 153 (8)	10-1-63	9.0 miles grading, drainage, aggregate surfacing and plant mix bituminous surfacing . (U. S. 2 - East of Dodson) .
137	U 357 (14) U 2	3-31-63	Traffic signals, signs and highway lighting on Idaho Street . (U. S. 2 - In Kalispell) .
13	F 210 (3)	10-30-63	6.0 miles plant mix bituminous surfacing . (U. S. 89 - Northwest of Browning) .
	F 227 (5)	10-30-63	4.0 miles plant mix bituminous surfacing . (U. S. 89 - Northwest of Browning) .
	F 227 (6)	10-30-63	4.3 miles grading, drainage, aggregate surfacing, and plant mix surfacing . (U. S. 89 - Northwest of Browning) .
139	FHP 13 3 (1) *	1963	4.1 miles grading, drainage and base . One 60 foot reinforced concrete bridge - Bear Creek . One 26 foot concrete slab bridge - Devil Creek . (U. S. 2 - Southwest of East Glacier) .
140	F FG 258 (12)	6-1-63	12.5 miles plant mix bituminous surfacing . (U. S. 310 - South of Belfry) .
141	F 144 (6) U 2	3-31-63	Installation of traffic signals and lighting . (U. S. 2 - First Avenue North in Glasgow) .
142	F 315 (16) U 1 F 315 (16) U 2	9-30-63 10-30-63	11.4 miles grading, drainage and aggregate surfacing . (Montana 24 - Southeast of Fort Peck) . One 133 foot prestressed concrete beam bridge - Nelson Creek . (Montana 24 - Southeast of Fort Peck) .
FEDERAL AID SECONDARY PROJECTS			
201	S 45 (6)	9-30-63	One 215 foot prestressed concrete beam bridge - Tongue River . (Southwest of Garland) .
202	S 131 (3) U 1	7-30-63	6.5 miles grading, drainage, aggregate surfacing and plant mix bituminous surfacing . (East of Brady) .
203	S 236 (8)	6-30-64	1.2 miles grading, drainage and aggregate surfacing . One 362 foot riveted plate girder bridge . (North of U. S. 10 and Montana 47) .
204	S 368 (17)	3-31-63	8.7 miles grading and drainage . (North of Glasgow) .
205	S 207 (3)	6-30-63	3.9 miles grading, drainage, aggregate surfacing, plant mix bituminous and seal coat oiling . (Wyoming line North - South of Busby) .
206	S 192 (3)	9-30-63	Dual prestressed concrete beam bridges - I 90 Separation . (Southwest of Billings) .
207	FHP 5 1 (1) 2 (2) *	1963	13.8 miles plant mix bituminous surfacing . (South of Troy) .
208	S 264 (5)	6-30-63	5.3 miles grading, drainage, and aggregate surfacing . (Northeast of Van Hornum) .
209	FHP 11 1 (1) & S 391 1 FH *	1963	32.5 miles grading, drainage, and base . Raising of three timber bridges - Lolo Creek . (Lolo to Idaho State line) .
210	S 325 (1) U 1	7-30-63	3.4 miles grading, drainage, aggregate surfacing and plant mix bituminous surfacing . (Southwest of Libby) .
211	ENFO 42 (1) *	1963	7.1 miles (3.5 miles grading) drainage, aggregate surfacing and plant mix bituminous surfacing . (Northwest of West Yellowstone) .
212	S 240 (12)	7-31-63	1.7 miles grading, drainage, aggregate surfacing, plant mix bituminous and seal coat oiling . One 708 foot riveted plate girder bridge - Missouri River . (Fort Benton Southeast) .
213	S 266 (4)	10-1-63	10.5 miles grading, drainage, aggregate surfacing, plant mix bituminous and seal coat oiling . (North of Browning) .
	ROAD S 266 (2)	6-30-63	10.5 miles fencing . (North of Browning) .
214	S 65 (6)	10-1-63	4.9 miles grading and drainage . One 245 foot prestressed concrete beam bridge - Swan River . (South of Big Fork East) .
215	ROAD S 370 (13)	3-31-63	Reset 239 rods of fencing . (West of Wilsall) .
	S 370 (15)	9-30-63	6.7 miles grading, cement stabilized base, drainage, plant mix bituminous and seal coat oiling . (West of Wilsall) .
216	S 159 (4)	9-1-63	7.5 miles (partial grading) drainage, aggregate surfacing, and plant mix bituminous surfacing . (Dawson South) .
217	S 304 (8)	7-30-63	7.4 miles (0.8 miles grading) aggregate and plant mix bituminous surfacing . (Galen Southwest) .
218	S 316 (7)	9-30-63	0.4 miles grading, drainage, aggregate and plant mix bituminous surfacing . Concrete curb and gutter (In Cut Bank) .
222	S 254 (2)	7-30-63	9.0 miles grading, drainage, aggregate surfacing, plant mix bituminous and seal coat oiling . One 38 foot treated timber Trestle Bridge - Sand Creek . (Northwest of Forsyth) .
224	S 2 (15) U 1	10-30-63	1.8 miles grading, drainage, aggregate surfacing, plant mix bituminous and seal coat oiling . (North of Helena) .
225	S 68 (5) U 1	5-30-63	13.0 miles aggregate surfacing, plant mix bituminous and seal coat oiling . (North of Hilger) .
226	S 213 (4)	9-30-63	0.1 miles grading, drainage, aggregate surfacing, plant mix bituminous and seal coat oiling . (East of Butte) .
230	S 12 (9)	3-31-63	4.9 miles grading, drainage, aggregate surfacing, plant mix bituminous and seal coat oiling . (Harlem North) .
232	S 239 (9) U 1	3-31-63	0.5 miles grading, drainage, aggregate surfacing, plant mix bituminous and seal coat oiling . (South of Chester) .
234	S 398 (2)	10-30-63	9.0 miles grading, drainage and aggregate surfacing . (Northwest of Baker) .
235	S 9 (9) U 2	7-30-63	8.5 miles seal and cover oiling . (Southeast of Boulder) .
236	S 377 (2)	8-15-63	4.0 miles grading, aggregate surfacing, plant mix bituminous and seal coat oiling . (Whitefish North) .
238	S 66 (2) U 2	7-30-63	1.2 miles seal and cover oiling . (Emigrant southeast) .
239	S 473 (3) U 2	7-30-63	0.8 miles seal and cover oiling . (Northeast of Emigrant) .
247	S 188 (4)	7-15-63	10.1 miles grading, drainage and aggregate surfacing . (North of Galata) .
248	S 402 (3)	9-15-63	7.8 miles grading, drainage, aggregate surfacing, plant mix bituminous and seal coat oiling . (Northeast of Culbertson) .
FEDERAL SYSTEM PROJECTS			
302	FHP 2 A2 & 2 L2 A2 *	1963	7.2 miles grading and aggregate base . (Two Medicine Road and Approach - Northwest of East Glacier) .
303	R AD 7 (1) *	1963	8.7 miles grading, drainage and aggregate surfacing . (Brooks East) .

* - - - - Bureau of Public Roads Projects .

RELIEF FOR FISH

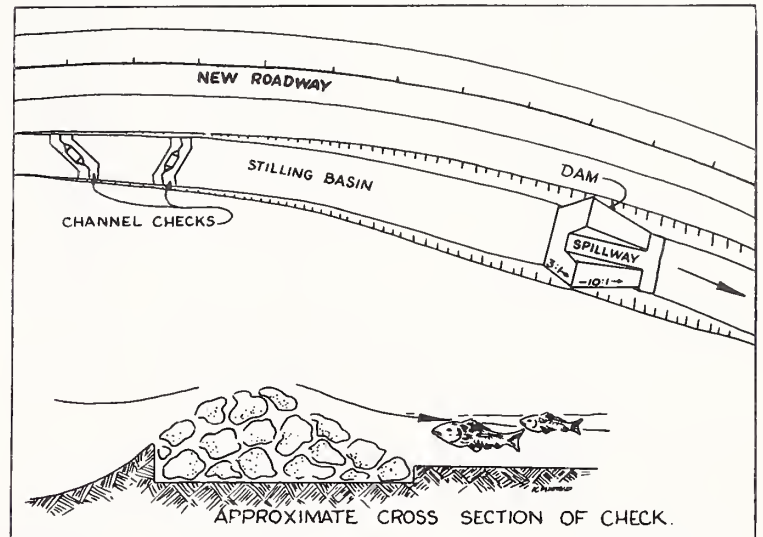
The forthcoming project in Wolf Creek Canyon, on Interstate 15 is a good example of how the Highway Department works with Fish and Game personnel in alleviating damage to fishing by highway construction. Under the present arrangement with the Fish and Game Commission, they are notified of every plan in hand inspection to be made. This is the first opportunity that the Highway Engineers have an opportunity to inspect a proposed contract on the ground, and to make recommendations or changes. Fish and Game personnel are always notified of these, as this is the first time that the engineers have any concrete plan to discuss, and many times the results of the plan in hand alter the plan drastically. These inspections usually take place from six to 18 months prior to the contract being awarded, and ample time is allowed for proposed design changes. Where fishing streams are involved, a serious attempt is made to minimize damage to the stream, but sometimes it is impossible. In that case Fish and Game men give us their advice on how to best minimize the damage. Sometimes pools are built; sometimes additional right-of-way is purchased to add additional meanders in the stream.



Sometimes pipes can be installed under the roadway to preserve the old stream bed, but in the contract soon to be awarded, a system of stilling pools, with check dams placed on alternate sides of the channel change to divert the flow so as to make pools and eddys, with rocks to be placed in the channel change. Another project to be awarded in January will have pools and flow checks in the channel change of Little Prickly Pear Creek near Montana City, on the new road to be built to the Permanente Cement Plant there. When the new Interstate is completed through Butte, fishing pools with gentle, grassed banks, with basins built at frequent intervals, will greet the small fry that fish in Father

Sheehan Park just at the intersection of Interstate 15-90 and Harrison Avenue. These are only three instances of Highway and Fish and Game cooperation to preserve one of our greatest natural resources.

The drawing on this page was taken from the specifications mailed to contractors intending to bid on the Lyons Creek South Section of Interstate 15 in Wolf Creek Canyon.



WINTER DRIVING CONDITIONS

Numerous serious highway accidents have happened this winter that have been accredited to icy highways and slick roads, but if a further study is made of the conditions at the accident, many of them would be attributed to too much speed for the conditions. It isn't easy for any driver to admit that he had been driving too fast for the road condition, or that he didn't have his car, truck, or bus, under control at all times.

The Highway Department feels badly about these accidents, and we are constantly striving to improve the maintenance on all the highways, but conditions change so rapidly, that it is an impossibility to keep all highways sanded, or sometimes even plowed.

We plead then, with all drivers, to have your units under control, so that ice and slush on the highway won't throw your unit into a slide, or skid, or make you unable to cope with some sudden action by an oncoming vehicle.

We'll do our best to properly maintain the road, and we beg you to remember that icy highways require special precautions.

Sometimes, a person will take time to express his appreciation about the manner in which the highways are maintained. Such a letter was re-

ceived recently from Chuck Harris, of Spokane. He said: "Just a brief note of appreciation for the wonderful job your maintenance crews do every winter in the State of Montana. Have been driving this region for seven years, and feel, when all the facts are considered, that an outstanding

maintenance program is in effect. Drove from Missoula to Helena last evening, and while it took 3½ hours, the roads were plowed and the hills sanded. Did not require chains on any of the 120 miles. Thanks to you and your fine crews."

THANK YOU TOO, MR. HARRIS!



SERVICE PINS PRESENTED

Twenty-nine employees received longevity awards in the form of service pins in November, with the list of 'old' men headed by Wick, or to you who don't know him, he is Melvan R. Wickman, Road Plans Engineer with 35 years of service. He is followed by Kenneth O. McCracken and Don Dyer with 30 years, Earl Bests and John F. Holt with 25 years, and Ralph E. Scott with 20 years. Seven received 15-year service pins, eight

were presented 10-year pins, and eight received 5-year pins.

It was time for a little levity when the Plans boys presented Wick with a little remembrance, and he is shown here with Cliff Thompson, probably looking at a drawing, which Wick usually has on some pertinent problem. The cake decoration would indicate that something went wrong with the alignment.

NEWS OF THE DIVISIONS

Bozeman Division

Mr. and Mrs. Frank L. Maykuth are the proud grandparents of a baby girl, Ingrid L. Emillson, born December 15, 1962 to their daughter Betty, and son-in-law, R. G. Emillson of Niagara Falls, New York.

Highway Department, Bozeman Local No. 1621 A.F.S.C. & M.E. hosted the first annual Christmas party December 14 at the Valley View Country

Club. A smorgasbord and dancing were enjoyed by 44 members and guests.

Mr. and Mrs. George A. Barrett have returned from Missoula where they attended the 60th wedding anniversary celebration of Mr. Barrett's parents. The occasion was also the 80th birthday of Mr. Barrett's father.

Austin Bailey, long time Sectionman at Duck Creek headquarters, is recuperating at the Bozeman home of his daughter following a stay of several weeks in the local hospital.

A well-known landmark has given way to the new alignment on the Interstate in Rocky Canyon, east of Bozeman. The overpass over the Northern Pacific Railway became a part of posterity when it was dismantled last fall by Haggerty Messmer, sub-contactor for Goodfellow Bros. Inc., These are some interesting statistics that will pass with it.



The contract for construction under Project N.R.H. 222(D) Unit 2 was awarded to Morrison Knudsen, Spokane Washington on September 28, 1933, for the sum of \$25,847.10 and completed June 30, 1934. The engineer assigned to the project was Albert W. Jones.

One interesting item to be noted is that it cost \$15,000.00 to remove it—must be the sign of the times.

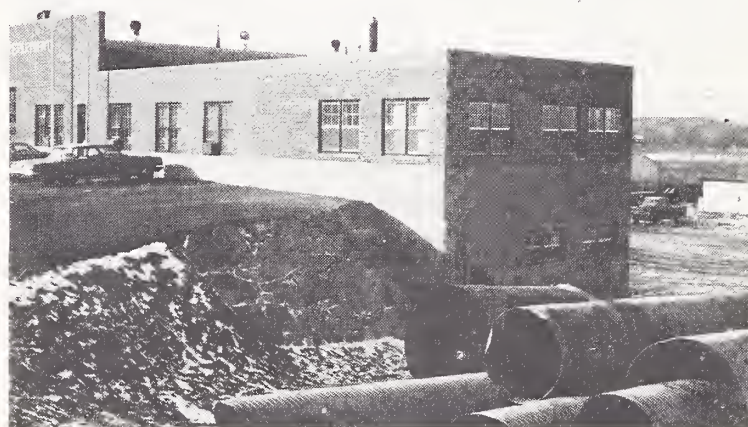
Glendive Division

A radiological monitoring school, with Darrell V. Hoover as instructor, was held in Glendive in the National Guard Armory, on January 16, 1963. Mr. Hoover led the classes in basic information and instructions covering use and maintenance of equipment in the radiological field. About 20 men were in attendance. Mr. Hoover, along with being instructor for our local state employees on this radiological information, is also the chosen instructor for his National Guard outfit, so our employees are more than fortunate to benefit by twice the acquired knowledge and information that he is extending them in this field.

Employees of the Glendive Highway Department, joined together to enjoy a full evening's festivities during the Christmas season at the local Elks' hall on December 8th, for their annual

Christmas party. By charging a nominal fee for each couple attending, we were able to all enjoy a cocktail hour, dinner of turkey and ham and the trimmings, and rounded out the evening with dancing.

We have had an increase in attendance during the four years we have tried to make this an annual event, and hope that it will continue to grow. We had about 118 in attendance this year. This has proven to be a wonderful opportunity to get acquainted with each other, especially finding out what the persons look like after hearing them over the radio or seeing their writing on time slips, and also gives us an opportunity to meet their wives. We all had a wonderful time and hope that next year will find an increase in attendance with all joining in on our holiday fun.



The above picture shows the new addition to our state highway building in Glendive. This new addition in its entirety houses our district right-of-way personnel numbering near the nine mark. There are five new offices, supply room and drafting room, finally giving our right-of-way department the elbow room to spread out, granting them the year long wish to secure ample room for their growing personnel and for their equipment. Everyone in the department is more than pleased with the sunny and roomy offices and the space they are not used to having. Glendive district is also very proud of its new look.

We would like to take this opportunity—better late than never—to extend our congratulations to Larry Nistler and his wife Jean, on their new arrival, Shelly Rae, who was born on September 17th, weighing 7 lbs., 10 ozs.. Also would like

to extend congratulations to Gerald Kuester and Barbara, with their new arrival, Vicki Renee, who was born on October 18th and weighed in at 6 lbs. 5 ozs. These two little lovelies were omitted quite by accident and hope the parents will forgive the delayed congratulations.

Great Falls Division

Right-of-way agent Jack Arps is presently confined in the Fort Harrison hospital undergoing major surgery. Our best wishes for a complete and speedy recovery.

Mr. Frank Phillips, Sectionman at Fort Benton, passed away Dec. 15, 1962. Mr. Phillips, who had been with the Maintenance Department since Sept. of 1947, will be missed by his many friends and fellow workers. Our heartfelt condolences are extended to his survivors.

Parties this season: On Nov. 29th, members of the Right-of-Way Dept. and their wives had an evening of relaxation and merriment. Following a cocktail hour at the home of Jack Stephenson the group wound up the evening dining and dancing at Dempsey's Inn. On Dec. 8th, employees of the Great Falls District and their escorts met at the Veterans' Club in Great Falls for a District

party. The consensus of opinion of the 161 people who attended is "You couldn't ask for anything more." "Moose" Bonner won the door prize, a 23-pound turkey.

MILES CITY GETS NEW ENGINEER



John Van Vynck, a veteran of 16 years with the Montana Highway Department has been named new Division Engineer at Miles City to replace Milo Lahn, who recently moved to Lewistown as District Engineer.

John, a native of Anaconda, started with the Highway Department while attending Montana State College, and worked during the summer months, then on January 14, 1947, he took a full time job as a rodman, but progressed rapidly and was named a project engineer on August 16, 1950, and is currently in charge of three Interstate projects in Butte.

John and his wife have a daughter, Helena, 12, and a son, John, 11.

He will take over the division on February 1.

The Center Line

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